

# BARTHEL JOINS KING MOTOR CAR COMPANY

Well Known Detroit Manufacturer and Organizer is Now with King Company.

An announcement that comes as a surprise to the motoring public of Detroit is the election, last week, of Theodore E. A. Barthel to the office of vice president and general manager of the King Motor Car Company, to fill the vacancy caused by the resignation of F. A. Vollbrecht, the former well known official of this organization.

The resignation of Mr. Vollbrecht was accepted and the election of Mr. Barthel took place at the annual meeting of the directors of the company in New York City.

It is understood that Mr. Vollbrecht, who, as former head of the King Motor Car Company's management, contributed much to its success during the last year, intends to enter the manufacturing business, but is not prepared at the present time to state definitely his plans.

Mr. Barthel is well known in Detroit manufacturing and financial circles. He has been identified with the automobile industry since its infancy. In conjunction with his brother, O. E. Barthel, he constructed a car as far back as 1902, and this car became the germ which later developed into one of the largest automobile manufacturing concerns, with one of the best known lines of motor cars in the country.

He has a broad and comprehensive knowledge of automobile manufacture and production. He was connected with the Olds motor works for seven years during its early development. Since that time he has had access in an intimate and confidential way to the policies and management of the larger automobile manufacturing companies of the country.

During the last three years, Mr. Barthel was employed by the Motor and Accessory Association of New York City and by other local manufacturers in a capacity which gave him ample opportunity to study methods of management and finance, and which resulted in a wide acquaintance throughout the industry.

As a manufacturing organizer and financial authority, he has considerable reputation. Prior to being employed by the Motor and Accessory Association, he was retained by the Detroit Trust Company as an expert accountant. This experience, combined with his knowledge of present day sales methods and field conditions, particularly fit him for the position to which he has been elected.

# NO SIGN OF THE RETRENCHMENT MOVEMENT YET

Five Clubs in the National and American Leagues Spend \$120,000 for Players.

NEW YORK, Feb. 5.—Following the peace agreement between the Federal league and organized baseball it was stated by the big league magnates that baseball salaries and expenses would be revised downward. Players salaries were to be reduced and their contracts issued from year to year in place of the long term agreements in vogue during the conflict between organized and independent interests.

It was pointed out that the majority of the clubs could not meet expenses under the conditions existing and that it would be necessary to curtail salaries, expenses, training trips and in general bring to bear a modern business efficiency system in order that professional baseball might be placed on a paying basis again. While it is possible that the magnates may be planning to inaugurate such a system there certainly is no sign of such a movement at the present time.

In the matter of preparing for the 1916 baseball season the magnates both old and new appear to have taken a leaf from the book of the promoters of the proposed Willard-Morant and entered the field of frenzied finance. In buying baseball club stock, securing Federal league stars and signing managers the sums spent surpass all previous records and it will require some very clever retrenchment in the months to come if the magnates expect to reach the financial plane outlined only a few months ago.

Five clubs in the National and American leagues alone have paid more than \$120,000 for the privilege of assuming the top heavy contracts of ten of the Federal league stars, if credence can be placed in the sale figures announced to the press. In addition to paying large sums for the acquirement of these players, the clubs are legally obligated to continue the salaries agreed on between the former Federal league magnates and their star players and these salaries are known to be extremely high.

The average purchase price of these ten players is a trifle over \$12,000 and since it is certain that their average yearly salary is at least \$5,000 the initial year's outlay will be about \$175,000 as can be seen from the following list of players and their sale price:

Kauff, B., outfielder, New York Nation, \$35,000.  
Hariden, W., catcher, New York Nation, \$10,000.  
Anderson, F., pitcher, New York Nation, \$10,000.  
Magee, Lee, outfielder, New York American, \$25,000.  
Cullton, Nick, pitcher, New York American, \$12,500.  
Gedeon, Joe, infielder, New York American, \$5,000.  
Erickson, pitcher, Detroit American, \$5,000.  
Seaton, Thomas, pitcher, Chicago Nation, \$7,500.  
Johnston, J., outfielder, Brooklyn Nation, \$5,500.  
Rousch, E., outfielder, New York Nation, \$6,500.

The big money has not been paid exclusively for Federal league stars for retiring baseball magnates have sold their club stock for many times what it cost them a few years ago. The sale of the Chicago Cubs, Boston

# REBEL OAKES FOR SALE; WHO'LL BUY?



Rebel Oakes.

Rebel Oakes, who manged the Pittsburgh Federals last year, is for sale cheap by Ed Gwinner, owner of the Pittsdes. Oakes, during the 1915 season, played rattling good ball, showed a lot of speed and pep, and has several years of high-class playing still in his composition.

Braves, St. Louis Browns and the New York Americans, brought close to \$2,000,000, which was more than double what the previous owners paid for these clubs. Now Manager George T. Stallings, of the Boston Nationals, has just closed a five year contract with that club, at an annual salary reported to be \$20,000. Just where retrenchment and economy come in is not apparent unless the magnates plan to require the average big league player to pay for the privilege of playing on the team.

# CALDWELL

(Continued from page 1, second sec.)

(handicap four feet), distance 17 feet 1-2 inches. Second, C. W. Spears, Dartmouth (handicap 2 feet 7 inches). Distance 44 feet. Third, J. J. Cahill, Millrose Athletic Association, New York, handicap 1 foot 10 inches, distance 44 feet 8-3-4 inches.

Three mile run, won by Willie Kyrone, Millrose Athletic Association, New York. Second A. D. Colby, Colby, Boston Athletic Association. Third, Thomas F. Barden, Irish American Athletic Club, New York. Time 15 minutes 5 seconds.

Relay races, Wesleyan University, (Beckwith, Raymond, Kraft, Knipe) defeated Harvard (Whitney, Coolidge, Pinney, Donohue.) Time 3:18-4-5.

University of Vermont (Patterson, Powers, Holston, Palmer) defeated Rhode Island State college (Gardner, Kimball, Wood, Greenhal.) Time 3:17-3-5.

Dartmouth freshmen defeated Massachusetts Institute of Technology and Holy Cross freshmen. Time 3:12-3-5.

Brown University (Pollard, Albrecht, Isaac, Hilaran) defeated Williams (Edgar, Massenger, Matt. Hayes.) Time 3:11-4-5.

Harvard (Teschner, Wilcox, Penpacker, Gingham) defeated Cornell (Kelley, Lewis, Star, Shelton.) Time 3:07-1-5.

Hunter mile, won by D. S. Caldwell, Boston Athletic Association. Second, Michael Devanney, Millrose Athletic Association, New York. Third, Joie W. Ray, Illinois Athletic Club, Chicago. Time 4 minutes 25-1-5 seconds.

One thousand yard run, handicap, won by T. H. Stafford, Williams (38 yards). Second, Joseph T. Higgins, Holy Cross, (scratch). Third, R. D. Campbell, Harvard (26 yards). Time 2 minutes 20 seconds.

High jump, handicap won by G. A. Pelletier, St. Johns Preparatory college (1-1-2 inches) height 6 feet 2-1-2 inches. Second, tie, Harry Barwise, Boston Athletic Association and A. W. Richards, Cornell, both scratch height 6 feet 1 inch.

# WILLYS IS BEST POSTED MAN IN AUTO BUSINESS

Is Regarded by Many as the Oracle of the Motor Car Industry.

Possessed with an uncommon amount of business sagacity and knowing the automobile situation like a book, John N. Willys, president of the Willys-Overland Company, is regarded by many as the oracle of the motor car industry.

His ability to forecast coming events is nothing short of marvelous. A year ago, during the automobile show in New York, he made a prediction to the effect that when the 1916 show took place there would be at least five twelve cylinder cars on exhibition. And when the twin sixes were counted this year it was found that he had foretold the exact number.

This was but another striking example of the foresight and keen business acumen of the Toledo manufacturer. Not only has he the ability to judge in advance, but his knowledge of the different phases of the automobile industry has given him the enviable reputation of being one of the best posted men in the field.

In 1913 and the year following his calculations as to what the public demand were almost uncanny. He foretold the type, size and price that would meet with the approval of the majority of motorists. That he was correct is evidenced by the fact that the total production, amounting to 90,000 cars for the two year period, was not nearly enough to supply the demand.

Another prediction made by Mr. Willys a year ago was that the Overland factory would be shipping 600 cars a day before the end of 1915. At that time the Toledo plant was setting the pace for all motor car manufacturers with the exception of one. Its daily output was averaging around 150 cars, but even though its growth had been phenomenal, few people outside of Mr. Willys believed it possible to quadruple its production during the year just passed.

However before the end of September the factory had fulfilled the prediction of its president. Not only did Mr. Willys make good on his 600 car a day program but he increased the manufacturing facilities of the plant so that it is now possible to build 1,000 machines every twenty-four hours.

Time after time he has pitted his business judgment against that of experts in some particular line and the result invariably has been the same.

Before the war sent prices soaring, the material market was at normal. Many manufacturers bought only enough of the raw products to last them through the next season. Willys, however, decided to take advantage of the low prices and the result is that while most every automobile manufacturer in the country is clamoring today for materials at any price, the Overland is provided with ample supplies to take care of its entire 1916 production.

On aluminum alone the Willys-Overland Company has been able to save three and one-half million dollars while the saving on steel amounts to another million. It is due primarily to these economies that the Toledo concern was able to deduct fifty-five dollars from the original price of its model \$33, even in the face of a rising material market.

Some idea of the rapid growth of the Overland factory can be gained from the fact that in June the total number of buildings contained seventy-nine acres of floor space while at present there are 4,486,680 square feet or more than a hundred acres of floor space available for manufacturing purposes.

# THREE RECORDS

Broken by Inter-Scholastic Swimmers at Meet Held at New Haven, Conn.

(BY ASSOCIATED PRESS) NEW HAVEN, Conn., Feb. 5.—Three interscholastic records were broken at the interscholastic swimming meet at the Yale tank tonight. Leo Handy, of Brookline, Mass., high school, won the 100 and the 22 yard swims, making new figures in each. He did the 100 yards in 57-1-5 seconds as against the former mark of 59 and in the 220 event he went the distance in 2:33-4-5 as against the former time of 2:37-3-5. T. H. Cann, of Hamilton school, won the 50 yards swim in 25-1-5 seconds, bettering the previous record by three-fifths of a second.

# SOME ARGUMENT.

Ardent golf and tennis enthusiasts have started a controversy as to which of the two sports is the more beneficial from the standpoint of physical improvement and recreation pleasure. Several years of association with the followers of the court and course games leads to the belief that the controversy will be continued into the third and fourth generations.

The first baseball schedule for the 1916 professional season has made its appearance. The Texas league has the honor. Play will begin on April 12 and end on September 4.

the damages done by the waters, were buying Dodge brothers roadsters so that they could get around the city more quickly.

"It is a fact that more and more people are buying cars from the utilitarian principle that the business has grown despite the general business slackening in some sections of the country. Cars are no longer luxuries but necessities and there is always a demand for necessities."

# A SALE of SUITS and OVERCOATS



That is Peculiarly Important for These Reasons:--

You Can Buy Right Now

Hart, Schaffner & Marx CLOTHING

For the Price That You Pay for Cheap Made Clothes

Hart, Schaffner & Marx OVERCOATS \$12.85 & \$15.85

OUR OWN BRAND SUITS \$10.85 \$12.85 \$14.85 Values up \$30--Mosly Blue Serges

Small Charge For Alterations

Shirts 95c Hats \$1.95 Gloves \$1.15 Values up to \$2.50 Values up to \$5.00 Values up to \$2.50

Fur Lined Caps 65c Sweaters Greatly Reduced Values up \$2

# THE GENTEEL SHOP

"FOR MEN WHO KNOW"

Fourth St.

Clarksburg, W. Va.

# Describes Advantages Of the "Barefoot" Tire

Goodrich Official Says They Cling to the Road Like a Bare Foot.

"The new 'Barefoot' rubber, used in Goodrich Black Tread tires and other Goodrich products," says E. C. Tibbitts, advertising director of the B. F. Goodrich Company, "was first called 'hyper-rubber,' which it is of course. But, one of its most valuable characteristics, for tire (and shoe) purposes, is its clinging quality—its tenacious grip on smooth and slippery surfaces."

"Through that it gives its maximum traction with a minimum of friction. When you put on the brakes to stop the car, or throw in the clutch to start the car, the tires made of this Goodrich rubber alloy instead of grinding against the ground for traction, cling to it, as your bare foot would cling to a slippery floor. That's why we've finally christened it, and trade marked it as 'Barefoot' rubber."

"A sliver of it will stretch almost as much, and return to shape almost as instantly, as a pure rubber band."

"Weigh a Goodrich 'Barefoot' tire of any size against the corresponding size of other makes of tire, and you'll find it many pounds lighter, though many 'miles' stronger."

"Drive it, and you'll find in Goodrich 'Barefoot' tires a liveliness, a quick response to power a tenacity of traction, and all this with a mileage capacity which will surprise and de-

light you. "We developed this 'Barefoot' rubber primarily for use in our now famous 'Silvertown Cord' tire which, this year, showed such marvelous endurance on the race track, at over 100 miles per hour. But, since we cannot yet supply the demand for 'Silvertown Cord' tires, until three times as much special machinery for its manufacture can be constructed and installed, we decided to use this wonderful 'Barefoot' rubber in all Goodrich fabric tires, for 1916."

"We also make it into Goodrich inner tubes, Goodrich motorcycle tires, Goodrich truck tires, Goodrich bicycle tires, Goodrich rubber boots, overshoes, soles and heels, as well as into 'Silvertown Cord' tires, because, in all of these its characteristics of clinging, spring, stretch, strength and lightness, are first requisites."

"We heartily recommend that motorists compare Goodrich fairlist prices with prices that are quoted for same size tires of other brands, that have not the wonderful resilience and clinging quality of this new 'Barefoot' rubber. And after they have done this we say to them: 'Bear in mind that no tires are 'larger sized,' taken type for type, than Goodrich black treads."

# BRITTON WINS BOUT.

(BY ASSOCIATED PRESS) NEW YORK CITY, Feb. 5.—Jack Britton, of Chicago, outfought and outpointed "Silent" Martin, of Brooklyn, in ten fast rounds here tonight. Britton weighed 145 pounds, Martin 155.

# MEDICAL SURVEY

Is Made of Schools of McDowell County to Determine Lung Trouble Extent.

(BY ASSOCIATED PRESS) CHARLESTON, Feb. 5.—Under the supervision of the National Anti-Tuberculosis League and the West Virginia Health Council, a medical survey is being made of the schools of McDowell county to determine to what extent tuberculosis of the lungs is prevalent in that important coal-mining county. Dr. Janina McFarland is making the survey. The department of schools has instructed all teachers to co-operate in the work.

Plans are under way for the staging of a series of races to decide the amateur auto racing championship of the United States during the coming season. It is proposed to hold races at various speedway distances in the South, East, middle and far West with the winners to meet in a national title race late in the fall. Entrants must drive their own cars and be amateurs in the full sense of the word.

# SWEDES ENTER.

Trainer Erne Hjertberg, of the Swedish Olympic team, has promised the entry of two of his leading Swedish athletic stars for the University of Pennsylvania relay games to be held in Philadelphia April 28 and 29.

More than three million automobiles are registered in seventy-one countries of the world. Over two-thirds are used within the United States.

Night Calls Answered Promptly

Phones: Bell 728-J Home 158-L

**Harrison County Auto & Garage Company**

MILFORD STREET, HIGHLAND PARK

Limousine or open cars, at any time, for any occasion.

CAREFUL DRIVERS BEST RATES IN CITY

"We Never Close."

CLARKSBURG, WEST VIRGINIA

**Overland**

**Newcomer Auto & Supply Co., DISTRIBUTORS**

Corner Main Street and Monticello Ave.

Phones: Bell 926-J. Consolidated 219-Y.

**Willys**

**KNIGHT**

Sleeve-Valve Motor